Communities in Motion
Finding More Resources

The costs for the Trend and Community Choices networks exceed forecasted revenues. If either network is to be completed, new resources must be found. Seeking more federal funds will help, but the reality is that federal funds will not begin to cover the costs of either network. And in a few years, much of the region will not qualify for federal transit operating assistance. The examples below do not try to predict how much more federal funding can be obtained. So these numbers represent just a simple estimate of what it could take to raise the resources within our region.

	Trend	Community Choices
Roadway Capital		
Unfunded	$909,700,000	$149,700,000
Annual Unfunded (25 year period)	$36,388,000	$5,988,000
Annual share/household (2030 base)	$103	$17
Transit Capital		
Unfunded	$0	$179,170,000
Annual Unfunded (25 year period)	$0	$7,166,800
Annual share/household (2030 base)	$0	$20
Transit Operating		
Unfunded	$0	$919,720,000
Annual Unfunded (25 year period)	$0	$36,788,800
Annual share/household (2030 base)	$0	$105
Transit Total		
Unfunded	$0	$1,098,890,000
Annual Unfunded (25 year period)	$0	$43,955,600
Annual share/household (2030 base)	$0	$125
Total Plan		
Unfunded	$909,700,000	$1,248,590,000
Annual Unfunded (25 year period)	$36,388,000	$49,943,600
Annual share/household (2030 base)	$103	$142

Revenue Source (rate shown is to establish yield). All sources cover the six-county region.	Tax Rate Needed		
	Trend	Community Choices	
A unit tax on fuel sold in the CIM region	10.61	14.56	Cents per gallon
A sales tax on fuel based on the non-tax portion	4.2%	5.7%	Based on $3.00/gallon
A fee per registered vehicle	$169	$232	Fee per vehicle
A sales tax	0.60%	0.82%	Percent of sale
An impact fee on new homes (capital uses only)	$5,026	$1,817	Per new home
A surcharge on income tax	7.9%	10.8%	Surcharge rate

The revenue calculations above are based on 2003 data. Regional growth and increases in consumption, sales, etc. would affect the actual rate.